(d) if the answer to part (a) above be in the negative; what steps have been initiated by Government to study the reasons for sickness of the company and to revive the same?

THE MINISTER OF STATE *OS* THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER); (a) to (d) The Company has been incurring heavy losses on account of heavy wage bills, low level of productivity in aduquacy of orders and conventkmal|outdated production facilities. In December. 1994 Management of the company had submitted an action plan containing certain short-term measures for ini-itiating the process of revival, Government has since constituted a committee to evaluate the viability of the Plan submitted by the Company and to suggest suitable measures for the revival or otherwise.

Proposal for private sector in road, ports and shipping projects

585. SHRI PRAMOD MAHAJAN:
SHRI VIREN J. SHAH;

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to allow private sector to construct roads, ports and shipping projects in the country;

(fa) if so, what are the detail-, of various schemes|projects in respect of which Government have decided or propose to allow private participation;

(c) what are the names of multi national foreign and domestic companies which have expressed ther. interest and their; likely investment in each project and on what terms and conditions;

(d) what is the present position in this regard;

(e) whether Government have prepared any booklet for the information of investors, shfowing the areas open for private participation in roads, ports, shipping and other projects; if so, what are the details in this regard; and

(f) what is the total investment requirement in road sector and how Government propose to meet it?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) and (b) The Government have decided to allow private participation in the following schemes/projects:—

(i) Ports-Setting up of Contain. er Terminal, warehousing and storage facilities, operation and maintenance, of various cargo handling terminals, provision ol pilotage and cranage services, dredging, maintenance of various port crafts and other equipments leasing of equipment etc.

(ii) Shipping—A number of opportunities and incentives for investors including 100 per cent investment by Non-Resident Indians in shiping with full repatriation benefits.

The proposal to invite private participation in road sector is under consideration. The bridges, bypasses and exores~wavs are proposed to be
included in this scheme.

(c) and (d) Some of the important firms who have expressed their interest are: —

(i) Port projects M/s. P. Rajara. thinam & Associates P&O—RPG Group; M/s. Suchindra Investments (P) Ltd. M/s. Geepee Corporation etc..

(ii) Road projects: Bridge Construction Engineering. Kuala Lum-Dur; CRSS. London; AI Rashid Con-+rucfion Comoanv. Abu Dhabi; IRCON. New Delhi; Atlanta. Rom-bfiv: Larsen and Tubro, Madras; CRIP Abu Dhabi; Gujarat \mbu

ja Cement, Ahmedabad; Uma Engineering Ltd; Ohtario, Canada; J.K. Cement, Delhi etc

It is not possible to exactly quantify the likely investment to be made by the above parties as of now Most of these proposals are at the tentative stages.

(e) The Government have brought out booklets on the scope of privatisation in the roads, ports, shipping and transport sectors which outline the various projects|schemes where private parties can participate and the broad guidelines to be followed by them.

(f) Removal of deficiencies in the: National Highway network are estimated to cost Rs. 25,000 crores at 1994 prices. This, is besides construction of a national network of expressways by 2015 needing an investment ol about Rs. 80,000 crores.

Dredging Corporation of India

586. SHRI CHIMANBHAI HARI-BHAI SHUKLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Dredging Corporation of India had been assigned the work of dredging and toning of batun of Tapti river at Hazira;

(b) if so, the details thereof;

(c) whether the Corporation has suffered losses as a result of the agreement entered into with private companies; and

(d) if so, the reasons therefor and the quantum of losses suffered?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDIBII TYTLE) (a) and (b) Dredging Corporation of India took up dredging in a limited area in the Tapti rivet at Hazira in order to meet 'the navigational requirement only.

(c) and (d) Yes. Sir Pending finalisation of a dispute between DCI and one of the private parties, the loss has been provisionally esti mated at Rs. 6 crores which was due to the low output of Cutter Suction Dredger "Aquarius" for which technical training from Dutch firm was not forthcoming.

Plan to modernise Harbours in Gujarat Gujarat

587. SHRIMATI ANANDIBEN IETHABHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have any plans to modernise harbours of Guja. mat State; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TY-TLER): (a) and (b) Major Port of Kandla in Gujarat State is under the jurisdiction of the Central Government while the projects of interme, diate and minor ports are. funded under the State Plan. An outlay of Rs. 200 crores has been earmarked in the 8th Plan for Kandla Port. An amount of Rs. 30.92 crores has been provided in Annual Plan 1995-96 iter various modernisation/developmental schemes in Kandla Port. The following mtajor schemes have been approved for implementation:—

(i) 4th Oil Jetty,

(ii) 8th General Cargo Berth, and

(iii) Construction of 3rd Oil Jetty which is already in progress.